

## JUST RECEIVED

Jane A. Falkenburg.

Kegs Oregon Dried Apples.

Barrels, Half Bbls and Kits  
Salmon Bellies.

Barrels and Half Bbls. No. 1  
Salmon.

Cases Sugar Cured Oregon  
Hams.

Cases Canned Salmon.

AND FOR SALE BY  
CASTLE & COOKE.

F. A. SCHAEFER & CO.  
HAVE RECEIVED

PER R. C. WYLIE, FROM BREMEN.  
A Fine Assortment of

GENUINE  
HUNGARIAN,  
GERMAN, and  
FRENCH

WINES!  
AS FOLLOWS:

HUNGARIAN:  
Tokay, Valpurg, Keszthely, Oslonay.

RHENISH WINES:  
Bismarck and Johannisberg.

FRENCH WINES:  
Chateau, Chateau, Chateau.

Chateau, Chateau, Chateau.

OLD COGNAC,  
CHAMPAGNE COGNAC,  
HOLLAND GIN!

BLOOD, 96 PER CENT. FULL PROOF.  
Which they offer for sale at reasonable  
rates.

F. A. SCHAEFER & CO.  
HAVE RECEIVED

PER R. C. WYLIE, FROM BREMEN!  
A HANDSOME

ASSORTMENT OF GOODS!  
AND THEREBY COMPLETED THEIR

Dry Goods,  
Hosiery,  
Clothing,  
Woolen Goods

Dress and Fancy Goods!  
Silks,

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BURLAPS and SAIL TWINE, FRENCH CALSKINS.

Sheet Lead, Oil Paint,  
CIGARS AND CIGARITOS!

ENGLISH, FRENCH and  
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Wines and Spirits, &c., &c.  
Prices and Terms to Suit the Times.

A. W. PEIRCE & CO.  
Offer for Sale

SHIP CHANDLERY  
New

WHALE BOATS and BOAT STOCK!

GROCERIES,  
Flour & Bread!

Lime and Cement,  
California Hay,

AND  
By Steamer from San Francisco,

Potatoes, Onions, &c.

Agents for  
Brand's Bomb Lances,

Perry Davis' Painkiller,  
Paulsen Salt Works

HIDES, SKINS, TALLOW.  
We undersigned continue to

TO WOOL GROWERS.  
We undersigned continue to

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## A GREAT REMEDY!

Such's California Asthma Cure!  
To THE PUBLIC.—For the past two years

I have been unable to breathe without  
difficulty in the morning, as soon as I would awake. This  
condition of the lungs is a most distressing one, and has  
been a source of much suffering to me. I have tried  
many remedies, but have not been able to get any  
relief. I have been advised to try such's California  
Asthma Cure, and I have done so. I have now  
been able to breathe freely, and I am well.

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## HAWAIIAN GAZETTE

Disaster in Mid-Ocean.  
The Perils of the Atlantic.

"You see, sir," said the old sailor, "they  
had to do it then times, and the skipper  
that didn't carry on and make passages  
was very soon told that his services wasn't  
no longer required. So captains run all  
sorts of risks, and had to. There was a  
good many lines, and all running  
opposition to one another; and the line whose  
ships made the shortest passages got the  
most passengers, and that was what paid  
better than freight. So they used to drive  
right through, fair weather or foul, clear  
or foggy; and though the skippers knew  
the danger well enough, and knew how to  
go safe, they were forced to drive on and  
take the risk. Sometimes an accident  
would occur, and sometimes a ship would  
come home missing, and then there'd be  
a row kicked up about it in the newspapers,  
but the old thing went on just the  
same, and the fastest ship would still catch  
the passengers. Ships will meet with acci-

idents, no matter how careful a skipper  
may be; but there's a many that occurs  
just through carelessness. I heard tell of  
one old man, after a ship had gone on to  
Jersey Beach, that said that any man that  
run a ship ashore 'twist Fire Island and  
Barnegat ought to have a deep-sea lead  
slung around his neck, and wear it all the  
rest of his natural life. Well, that same  
skipper, the very next voyage after he  
had made that observation, runned his  
own ship, one of the finest of the New  
York liners, right slap onto Squam Beach,  
with 'tallant stunsails set on both sides.  
His chronometer got out, he said, but it's  
as likely as not she overru her reckon-

ing—as common an occurrence as any-  
thing I know on, specially runnin' in to-  
wards the land. A ship will always go  
in shore a heap faster than she'll go off,  
and that's what was the matter with that  
there steamer that my old woman was a  
readen me about, that run ashore the other  
day a runnin' for Halifax harbor. Every-  
body is a pitchin' into that there skipper,  
'cause he didn't know where he was ex-  
actly, but bless you, sir, that's as common  
as can be for a man to wake up in the  
mornin' and find his ship miles away from  
where his reckoning puts her. Where  
that skipper missed it, accordin' to me,  
was in goin' below just about the time he  
ought to have been a turnin' out. My  
idea is he tried to do too much. He cal-

culated he'd stop up all night, and along  
about eight bells he got a bit tired and  
just went into his room to rest a bit, and  
so dropped off to sleep. Now, if he'd  
had his dinner along about 3 o'clock in  
the afternoon, and then took a good  
stiff per of brandy and water and a turn  
in till about four bells in the first  
watch—and it wasn't possible to be in  
with the land after that time, allowin' for  
the biggest error that could occur—why  
then he'd turned out at that time as fresh  
as a four-year old, and could a stood the  
racket nicely till daylight. But to go be-  
low when, accordin' to his own reckonin',  
he'd be up with the land in three hours,  
without allowin' anything for overgamin',  
wasn't ship-shape, accordin' to my ex-  
perience, not on no account. Housum-  
ever, it's always easy enough after an ac-  
cident to tell what ought to have been  
done, and I never see a spar go over the  
side but that there was plenty of chaps  
ready to say they knew as how the old  
man was a carryin' on too hard. What I  
sot out to tell you this afternoon was  
about one passage I had from London to  
New York, where I was just all winter on  
the ocean. We sailed from London on  
Guy Faux's day, I recollect, somewhere  
about in 1831 or 1832, and we got in here  
some time in March. We had over 300  
passengers in the steerage and about eight-  
een in the cabin. We passed through the  
Straits of Dover along about dusk,  
with a fine breeze from northeast, and  
took our departure from Dungeness light  
about eight o'clock, I reckon, and that  
was the last sight we had of anything  
like land for many a long day. The wind  
went in to the eastward, and from that  
gradually came to the southward, with  
light drizzling rain and thick weather.  
All the cargo that was in the ship was  
some 600 or 700 tons of chalk, and she  
was, consequently, as stiff as a tree, and  
owin' to this we didn't realize how hard  
the wind did blow. The old man was a  
young chap that hadn't had much ex-  
perience, and was, of course, very anxious  
to make a quick passage, and he just  
carried onto that ship in a way I never see  
equalled. All three masts, lower topmast,  
and top-gallant stunsails, that is as long  
as the lower stunsail would stand, and  
when the wind got so far to the south'ard  
that we had to take that in we set the fly-  
ing-jib and main-topmast and main-top-  
gallant stunsails, and so had more canvas  
than before, and the old ship went flyin'  
down channel at the rate of about twelve  
knots an hour, which, for a full ship such  
as she was, was tremendous goin'.

"All through the first night and during  
the next day we had a double look-out  
kept, as we were in a region where vessels  
were usually very thick, but we saw noth-

ing until just at dark of the second day,  
when the look-out sung out:  
"Sail on the weather-bow; hard up  
the helm."

"I was at the wheel, and as the mate  
repeated the order I hove up at once. He  
let go the sparker-sheet, and then jumped  
to the lee wheel and helped me heave up.  
Luckily the old ship paid off quick, but  
we had a tight squeeze for it, and had to  
go broad off before the wind to clear the  
other craft. She was a big ship, standing  
in upon a wind, with her starboard tanks  
aboard, and consequently in keeping off  
we ran right square across her bow. For-

tunately for us, whoever had charge of  
her observed the rule of the road and held  
her wind, for if she had a kept off she  
would have sunk us sure, and as it was  
she went across our stern with everything  
hard aback, and did not clear us by more  
than ten feet. If we had a luffed when  
we first seen her we could have cleared  
her easily, but as she first loomed up  
through the fog of course we couldn't tell  
which way she was goin', and there's no  
time to consider about such things; what  
you do must do at once, and there-  
fore the mate did right in portin' his helm.  
It frightened the old man into takin' the  
sparker and cross-jack off of her at all  
events, but he hung on to everything else,  
and all that night we dashed on through  
the fog, at the rate of eleven or twelve  
miles an hour, with the risk of fetcchin'  
up agin' some craft at any minute.

"After we got out of the channel there  
was of course less danger, as we wasn't  
so likely to fall in with vessels, and as  
we might come athwart would be either  
bound with us or else right in the con-  
trary direction; but we kept a sharp look-  
out nevertheless as long as the thick  
weather lasted. I think we was six days  
out afore we got a observation, and for  
all this while the wind kept steady and  
strong from south-east, and as we was  
a steering west-north-west of course it  
was right abeam, so that we could carry  
our stunsails, keeping the topsail-yards  
well checked in.

"Of course all hands, passengers and  
crew, was curious to know how far we  
had got along with all this fair wind, and  
there was considerable betting in a small  
way as to whether or not we had got to  
the westward of 80 deg., the odds being  
2 and 3 to 1 that we had; and so arter  
the old man had got his afternoon sight  
some of the steerage passengers went aft  
and found out that we was chock up to  
33 deg. 30 min., or more than one-third  
of the way over, which in six days you'll  
admit was great goin'." "Twas a heap too  
good to last. With the clearing away of  
the fog the wind breezed steadily, and at  
four bells in the dog-watches it was a  
blowin' stiffer than we'd had it at all. The  
old man was so proud of the quick run he  
had made so far that he didn't like to take  
a stitch off her, and then she was so stiff  
that she did not feel the wind at all; and  
it was in reality blowin' a good deal hard-  
er than any of us thought for. The old  
ship was as upwrigt as a dash, but her  
spars were bending like willow whips.  
When the man relieved the wheel at four  
bells I suppose he was a little careless at  
first and let her come to a couple of points,  
and this was just about all that was need-  
ed. The spars before that had just as  
much as they could bear, and as she came  
to, first the fore-brace went, then the top-  
mast studding tack, and as the fore-yard  
went forward it wrung the head of the  
foremast off, just about the spider-band.

"In less time than it takes me to tell it  
our ship was a wreck complete. Of course  
the instant all the wreck of the foremast  
struck the water, at the rate the ship was  
going at the time, it could not help but  
pull the other masts out, too, and it did  
so, breaking them off as if they had been  
pipe-stems. The jibboom went at the  
cap, the mainmast about three feet below  
the main-yard, the mizen-mast just below  
the poop-deck, which it ripped up as it  
went over, and there the whole thing lay  
out to leeward of us, all three masts with  
all three royals set and fore and main  
t'gal-stunsails. I shall never forget that  
sight, sir, if I live a hundred years; one  
minute we was going along with every  
blessed stitch a pullin' like young ele-  
phants, the next minute we lay dead and  
helpless out in mid-ocean, with not a stick  
to bless ourselves with.

"Right along amidships we had a tem-  
porary passengers' galley—that is, two of  
the old-fashioned passenger ranges were  
lashed back to back, and over them was  
built a house of rough boards, just to an-  
swer the law which had just then been  
passed, that the cooking apparatus should  
be under cover. Now, just at that time  
of the afternoon, of course, there was a  
roaring fire on and a big crowd collected  
around each fire getting their supper  
cooked. We'd just been out long enough  
for all hands to get over their sea-  
sickness, and they were about as ravenous  
as young sharks. Why some of that  
crowd wasn't killed by the main-rigging  
as it fell, Lord only knows; but except a  
bruise here and there; there wasn't one  
of them damaged in the least. But the  
rigging fell on the house and crushed it  
down upon the fires, and it was all of  
ablaze in an instant. So the first thing  
we had to do was to put the fire out.

"Whatever may be said about the old  
man's cursed foolishness in carryin' sail as  
he had, arter the mischief had been done  
he behaved well and was as cool as a cu-  
mber. He met the surging crowd of  
passengers that was a struggling up from  
the steerage, and got them quieted in a  
wonderful short time. He told 'em that  
there wasn't the least bit of danger, and  
that in a short time he'd have the ship  
all right agin, and arter a bit he got 'em  
to believe that carryin' away the masts  
was just one of the most common things  
in the world, and something that was al-  
most sure to happen in every voyage  
across the ocean. We had a couple of  
good force pumps, and soon got streams  
on the fire and put it out, and so the  
immediate danger was over. The next  
thing was to get rid of the wreck afore  
she should drift down a top of it and  
stave a hole in her bottom, and the order  
was given to cut everything along the lee  
rail. We went at it with a will, one watch  
forward under the mate, and the other aft,  
under the second mate; and with axes,  
hatchets, and knives we made short work  
of it, and in half an hour or so we were

all clear. The worst job we had was with  
the lee main rigging. The chain-plates  
had drawn clear from the upper channels,  
and bent clear out their whole length to  
leeward of the ship, and to get at the lee  
lanyards we had to go overboard. There  
was no help for it, and the second mate  
and one of the men slung themselves in  
bowlines and went over the side, and  
arter a good deal of trouble managed to  
cut the lanyards and let the wreck go  
adrift. As soon as ever the wreck was  
clear the carpenter sounded the pumps  
and reported the ship tight, and then the  
old man gave the order to 'splice the  
main brace.' While we was gettin' our  
grog the old man made us a bit of a  
speech. He says: 'My lads, any fool  
can carry masts out of a ship if the Lord  
gives him wind enough; but it takes sail-  
or-men to rig her up agin, and that's  
what I calculate you'll show yourselves  
to be. The watch below will go and get  
their suppers, and then we'll turn to with  
a will, for I expects to have a fore and  
main yard aloft by daylight. I shall go  
on to the westward, and I have no doubt  
we'll get canvas enough on her to make a  
fair passage yet.'

"All this was very well, except the  
last part. What he ought to have done,  
and what he would have done if he'd a  
had more years over his head, would  
been to have gone back and got her into  
the first port he came to; but he was a  
young chap, as I told you afore, and he  
thought it would be a grand thing if he  
got her over without any masts, and so  
he was bound to try it on and do it if po-  
ssible. We had provisions for seventy  
days when we left London, and these  
could easily be made to spin out a hun-  
dred if need be. We had plenty of spare  
sails and as many spare spars as we need-  
ed for a jury rig, and so our strait wasn't  
so bad arter all. 'Twas our watch below,  
and we'd just been agin' to get our sup-  
pers when the accident occurred, and so  
when we went below we talked the mat-  
ter over and came to the conclusion that  
we'd do the best we could to help the old  
man out of his scrape. So arter we had  
supper and a smoke we went on deck and  
turned to to make a night of it. It was  
no fool of a job to get a tackle up to the  
head of a stump of the mainmast the way  
she was rollin', for with nothing into her  
but that clark she did roll worse than any-  
thing I ever see afore or since. We tried  
various plans with spotters round the mast  
and what not to shin up, but 'twas no  
use, it couldn't be did: the big smooth  
stick was there, and the job was to get up  
to the head of it. At last the mate see it  
was no use, and then he gets a couple of  
square topmast sludding-sail booms and  
rigged a pair of shears, and then we man-  
aged it, and got a double block seized  
solid up to the mainmast head and rove  
off a tackle. By the time this was done  
some of the rest of us had got a spare  
t'gal-sail up from below and bent it to a  
spare yard, and got it across all ready for  
hoisting; and at exactly ten o'clock we  
swayed away on the tackle and had our  
new main-yard aloft and the sail set, and  
the ship began to go through the water  
agin.

"Well, the old man was pleased enough  
when she came up to her course agin and  
began to go ahead, and he gave orders to  
'splice the main-brace' agin, and then  
says he to the mate: 'Let the watch go  
below and get some sleep; we can do as  
much in an hour of daylight as in two of  
darkness, and I want all hands fresh to-  
morrow.'

"Arter that we had 'watch and watch'  
just as usual, and in fact, arter we had  
got everything rigged up that we had to  
rig we had mighty easy times of it.  
There wasn't no goin' aloft, 'cause there  
wasn't no aloft to go to, and blow high or  
blow low we never had to shorten sail,  
'cause the sail was short enough already.  
I suppose altogether we got the bulk of  
double reefed topmasts on to her, and she  
did go along remarkably well. In the  
hard gales we had arterwards from the  
westward, I heard the mate say that he  
never made so much westin before in such  
weather as we did in that ship. There  
wasn't anything to hold her back, you  
see, and as for canvas, if we'd a had our  
masts all in and everything a-tancto we  
couldn't have spread any more than we  
had spread, and all our top hamper would  
been a holdin' us back. The weather  
was the most frightful I ever see, and  
I've been across that pond a many times.  
We carried the southerly wind about a  
couple of days arter our masts went, and  
then it went in to the westward, and from  
that time for about three weeks it was  
just a succession of westerly gales.  
Still we had something every day, and  
everybody was as jolly as a lark, cause  
we agreed that if we could get on with  
the wind ahead we'd surely get on when  
it shifted, and no one had a doubt about  
gettin' to New York, and in pretty good  
time, too. In twenty-six days we was up  
with the eastern edge of the Banks, and  
here we met with a misfortune that was  
worse than losin' the masts; and that was  
our rudder gave out. The way it hap-  
pened was this; we got a tremendous  
gale from south-west, and the last  
of it it blowed away every blessed rag we  
had set.

"Well the old man knowed that  
when it shifted 'twould be in a hard hurry  
to the north-west, and he wanted to get the  
ship's head to the south'ard, so as it might  
strike her on the quarter when it shifted  
and bring her up head to the sea. Well,  
we got up an old stunsail and got it hy-  
sted up forward, and put the helm hard  
to wear her round. It was a long while  
afore she would go off, layin' dead in the  
water as she was, and the high poop aft  
was more than a match for the stunsail  
forward. At last, however, she swung off  
and gathered way, and we got her round;  
and it was well so did, for the shift,  
when it did come, was very violent; but  
the next morning we found the rudder-  
head badly sprung. Having the helm up  
so long the night before, and she a rollin',  
was what had done it. This was the  
worst thing yet, and the old man daren't  
try it any longer. With so many people  
on board it was too much of a risk. If he  
continued to the westward he'd lose the  
rudder sure, but if he ran afore the wind  
for the Western Islands he might nurse it  
dill he got there; and so we squared away  
and ran for Fayal, where we arrived in  
twelve days all right.

"There's heaps more about this cruise  
to tell you sir, but my time's up, and I've  
had one mug over my allowance of ale al-  
ready. This here twister'll keep till we  
meet agin."

all clear. The worst job we had was with  
the lee main rigging. The chain-plates  
had drawn clear from the upper channels,  
and bent clear out their whole length to  
leeward of the ship, and to get at the lee  
lanyards we had to go overboard. There  
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aged it, and got a double block seized  
solid up to the mainmast head and rove  
off a tackle. By the time this was done  
some of the rest of us had got a spare  
t'gal-sail up from below and bent it to a  
spare yard, and got it across all ready for  
hoisting; and at exactly ten o'clock we  
swayed away on the tackle and had our  
new main-yard aloft and the sail set, and  
the ship began to go through the water  
agin.

"Well, the old man was pleased enough  
when she came up to her course agin and  
began to go ahead, and he gave orders to  
'splice the main-brace' agin, and then  
says he to the mate: 'Let the watch go  
below and get some sleep; we can do as  
much in an hour of daylight as in two of  
darkness, and I want all hands fresh to-  
morrow.'

"Arter that we had 'watch and watch'  
just as usual, and in fact, arter we had  
got everything rigged up that we had to  
rig we had mighty easy times of it.  
There wasn't no goin' aloft, 'cause there  
wasn't no aloft to go to, and blow high or  
blow low we never had to shorten sail,  
'cause the sail was short enough already.  
I suppose altogether we got the bulk of  
double reefed topmasts on to her, and she  
did go along remarkably well. In the  
hard gales we had arterwards from the  
westward, I heard the mate say that he  
never made so much westin before in such  
weather as we did in that ship. There  
wasn't anything to hold her back, you  
see, and as for canvas, if we'd a had our  
masts all in and everything a-tancto we  
couldn't have spread any more than we  
had spread, and all our top hamper would  
been a holdin' us back. The weather  
was the most frightful I ever see, and  
I've been across that pond a many times.  
We carried the southerly wind about a  
couple of days arter our masts went, and  
then it went in to the westward, and from  
that time for about three weeks it was  
just a succession of westerly gales.  
Still we had something every day, and  
everybody was as jolly as a lark, cause  
we agreed that if we could get on with  
the wind ahead we'd surely get on when  
it shifted, and no one had a doubt about  
gettin' to New York, and in pretty good  
time, too. In twenty-six days we was up  
with the eastern edge of the Banks, and  
here we met with a misfortune that was  
worse than losin' the masts; and that was  
our rudder gave out. The way it hap-  
pened was this; we got a tremendous  
gale from south-west, and the last  
of it it blowed away every blessed rag we  
had set.

"Well the old man knowed that  
when it shifted 'twould be in a hard hurry  
to the north-west, and he wanted to get the  
ship's head to the south'ard, so as it might  
strike her on the quarter when it shifted  
and bring her up head to the sea. Well,  
we got up an old stunsail and got it hy-  
sted up forward, and put the helm hard  
to wear her round. It was a long while  
afore she would go off, layin' dead in the  
water as she was, and the high poop aft  
was more than a match for the stunsail  
forward. At last, however, she swung off  
and gathered way, and we got her round;  
and it was well so did, for the shift,  
when it did come, was very violent; but  
the next morning we found the rudder-  
head badly sprung. Having the helm up  
so long the night before, and she a rollin',  
was what had done it. This was the  
worst thing yet, and the old man daren't  
try it any longer. With so many people  
on board it was too much of a risk. If he  
continued to the westward he'd lose the  
rudder sure, but if he ran afore the wind  
for the Western Islands he might nurse it  
dill he got there; and so we squared away  
and ran for Fayal, where we arrived in  
twelve days all right.

"There's heaps more about this cruise  
to tell you sir, but my time's up, and I've  
had one mug over my allowance of ale al-  
ready. This here twister'll keep till we  
meet agin."

## HARDWARE! HARDWARE!

